

**16 June 1998**

**Maintenance**

**A-10 WHITE AREA MAINTENANCE**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the HQ AFRC WWW site at: <http://www.afrc.af.mil> and the AFRCEPL (CD-ROM) published monthly.

---

OPR: 442 MXS/LGMC  
(SMSgt Ernest S. Brazeal)

Certified by: 442 LG/CC (Col John S. Hansen)

Supersedes 442 LG OI 21-14, 17 October 1995

Pages: 4  
Distribution: F

---

This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedures for the maintenance of the A-10 White Area. These procedures apply to all personnel assigned to the 442d Logistics Group and 442d Operations Group. Supervisors, superintendents, and flight chiefs are responsible for ensuring compliance with this instruction.

**SUMMARY OF REVISIONS**

This revision changes series number and title; and updates language, format and directives.

**1. Definition of Terms:**

1.1. A-10 White Area is defined as the white-painted trough inside the cockpit armor, which houses the flight control push-pull rods and bellcrank assemblies. Clearances in this trough are minimal. Because of the potential for jammed or stuck flight controls caused by foreign objects, this trough and the adjacent area have been designated as critical areas, and identified by "White Area forward and aft" as illustrated in T.O. 1A-10A-2-27MS-1, *Flight Controls*, Page 1-1, Paragraph 1-3, and in Figure 1-1.

1.2. White Area inspectors are selected individuals who are certified by the 442 LG Commander, as responsible for the integrity of the White Area at closing. These individuals will clear White Area Red X conditions after assuring the integrity of the area through monitoring work in progress and inspection, as they deem necessary. The list of inspectors will be limited to the most experienced technicians. Recertification will be reaccomplished annually and will be included in the Core Automated Maintenance System (CAMS) training forecast document.

**2. Procedures for White Area Maintenance:**

- 2.1. Adhere strictly to the procedures, warnings, and cautions prescribed in T.O. 1A-10A-2-27MS-1.
- 2.2. Anytime the White Area is opened, entered or compromised, a red X symbol and a description of the condition will be entered in the next open block of the aircraft AFTO Form 781A, Maintenance Discrepancy and Work Document.
- 2.3. MCF, the Fighter Squadron Maintenance (FSM) Inspection Flight and other appropriate work centers will annotate "White Area" in bold print and "Records Action" on all White Area work orders.
- 2.4. Use extreme caution while working in the White Area. Follow precautions listed in paragraph three below, and those from T.O. 1A-10A-2-27MS-1, before and during any White Area maintenance.
- 2.5. Close the White Area only upon clearance from a White Area inspector. The inspector will verify that all work is correct and no foreign objects are present, and may call for as much additional opening of the compartments for cleaning and inspecting as deemed necessary to ensure the integrity of the inspection.
- 2.6. When documenting man-hours in CAMS, enter White Area information in corrective action block, then enter "A" in the records action block. This will alert documentation to make the appropriate AFTO Form 95, Significant Historical Data, entry.

### **3. White Area Precautions:**

- 3.1. Use the "two-man" concept. At least one of the two must be White Area Inspector certified.
- 3.2. Wear pocketless coveralls, or equivalent.
- 3.3. Use only the required tools and parts to make repairs within restricted areas, and assure accountability by counting, tagging or bagging parts. Do a complete inventory of all tools and equipment used before and after procedure.
- 3.4. Cordon the area from the leading edge of the wings to the forward most point of the aircraft nose. Restrict entry into this area to personnel escorted by White Area certified personnel. No other maintenance unless specifically approved by LG and/or FSM OIC/NCOIC will be performed in the cordoned area while the White Area is open.
- 3.5. Vacuum and inspect the cockpit for foreign objects prior to opening White Area.
- 3.6. Ensure no hydraulic or electrical power is applied until required.
- 3.7. Take extreme care not to damage pressure sealing of the cockpit while working in the restricted area.
- 3.8. If White Area cannot be closed in one operation, or if maintenance cannot be completed for any reason, install shields or covers with minimum fasteners to temporarily close the White Area sufficiently to prevent foreign objects from entering the White Area.
- 3.9. Once closure begins, do not permit personnel changes, except for emergencies. The changeover must be properly supervised to ensure integrity of the closing operation.

3.10. If the integrity of a foreign object free White Area is suspected for any reason, the White Area shall be opened, cleaned, and the closing operation started again, voiding all previous work and quality documentation.

CHARLES E. STENNER, JR., Col, USAFR  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1--*Managing Aerospace Equipment Maintenance*

T.O. 1A-10A-2-27MS-1--*Flight Controls*